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Annual Report 1982

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CANADA STEAMSHIP LINES



The Hamilton
Harbour
Commissioners

Report of the Chairman

I am gratified to present this the Seventieth Annual Report of the Hamilton Harbour Commissioners and would like to express my appreciation to my fellow Commissioners Peter T. Flaherty and B. Mowbray Alway for their dedicated service and support. I offer congratulations on a super job to our Port Director and his most willing and able staff.

The Year 1982 will go into history as a year of difficult economic times, with Canada and indeed, much of the western world firmly in the grip of a widespread recession. The second half of the year brought encouraging signs of a recovery. The Canadian economy continues to face a number of formidable challenges as it struggles to regain its dynamic momentum.

For the Hamilton-Wentworth Region, the most notable effect of the general downturn was a significant curtailment of activity among the area's major manufacturers. This slowdown included workforce layoffs of unprecedented size and duration, resulting in the highest levels of unemployment and lowest Regional productivity in recent memory.

Notwithstanding economic setbacks and corresponding decrease in movements of both raw materials for production process and finished cargo for the domestic market, The Hamilton Harbour Commissioners are able to report that once again the Port of Hamilton realized a profitable year of operation.

The Port operation for 1982 was affected to a large degree by the dramatic shift in traditional shipping patterns, as manufacturers sought international market alternatives for failing domestic demand.

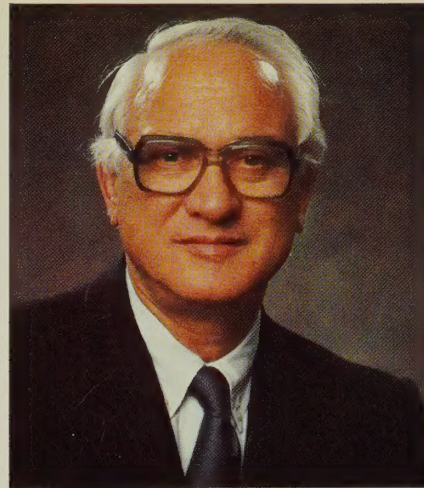
We accepted the challenge of a changing market position with our ability to serve international shipping; The Port compiled a record year for overseas cargo tonnages, more than compensating for our overall tonnage reduction.

As traffic flow changed through the Port in 1982, so did the planning of facilities that will accommodate Port traffic in years to come. We have a number of harbourside projects in various stages of planning and construction to meet the challenges to our Port, and its facilities.

Pier 12 redevelopment which began back in 1978, housing several new bulk commodity terminals, was completed on schedule, under budget, and ready for its official opening slated for the start of the 1983 shipping season.

The Commissioners' staff oversaw completion of final engineering design for the first phase of our new East Port marine and industrial park (Pier 25). Site preparations and service installation work is scheduled for commencement in early 1983. In conjunction with construction start-up, an active promotional programme will ensure that this exciting new development realizes its full potential as the most visible port facility in Canada.

A further step to better serve the agricultural community of Southern Ontario is seen in the announced plans of a feasibility study to investigate



the installation of a major grain elevator to be situated on East Port's new Pier 25. This will be one of many new port facilities, and like the Neilsen sign of old in the west end, will be a landmark for the east end of our City. The Commissioners look forward to a future in which we optimistically continue to serve new and diversified Port users.

We were pleased to assist the Government of Ontario in its construction of the new twinning expansion of the Burlington Skyway Bridge by providing the necessary land for the bridge and new roadway systems. This much-welcomed expansion will greatly facilitate highway traffic flow in and around Hamilton and show East Port as visible and viable.

Throughout 1982, the Harbour in its many diverse activities continued to play an important role in the recreational life of Hamilton and area residents. Hamilton Harbour Commissioners' Marine Dockyard remains one of the waterfront's most popular areas with sailors and boaters of all ages. Our Sailing School, instituted to provide economical sailing opportunities to the general public and particularly needy youngsters, attracted a record enrollment of over 1,500 enthusiastic student sailors.

To further enhance the recreational considerations of Hamilton Harbour, the Commissioners were pleased to donate, with no strings attached, to the City of Hamilton a parcel of waterfront land for the development of a public park. The Commissioners endorse the City's policy as stated, i.e. to provide greater waterfront experience for the citizens of Hamilton. These lands give our City the opportunity they had asked for to develop an attractive community recreational addition to the facilities at Hamilton Harbour.

The Hamilton Harbour Commissioners look back on 1982 as a year of positive progress in almost every area of harbour activity, often against difficult odds. We are proud of that progress, it augers well for a future of sustained growth and continued development for our Region's most valuable natural resource.

A handwritten signature in blue ink that reads "John L. Agro".

John L. Agro, Q.C.
Chairman

Port Director's Report

1982 will be highlighted as a year that saw significant changes in the nature of shipping which passed through the Port of Hamilton.

Although there was a decrease in overall Port tonnage — notably in bound bulk commodities and raw materials — reflecting the difficulties of the economy in general, overseas export cargo tonnage reached a record high for the 12-month period.

Much of this overseas tonnage, bound for such destinations as Algeria, Ecuador, Taiwan and India, fell into the general cargo category — predominately finished goods which in better times might have been absorbed domestically, now forced to compete on the international market.

Fortunately the capacity of Port facilities allowed us to accommodate this change in our normal cargo profile, with gratifying success and a resultant profitable showing for the year which otherwise would not have been possible.

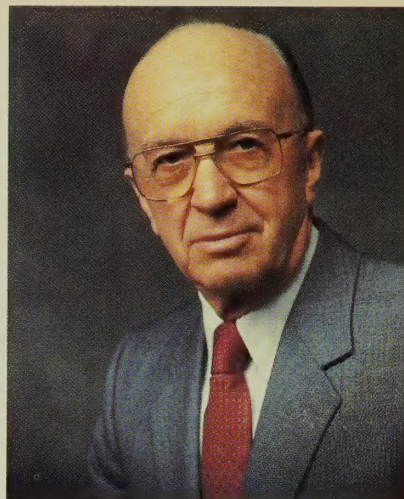
The 1982 shipping season officially opened for the Port of Hamilton on April 8th with the arrival of our first ship, The Sandgate from England, discharging 4000 tons of bulk cargo for Union Carbide's Hamilton operations.

That was the first of a total of 565 ships — both marine and fresh water carriers — calling at the Port during the season which ended with the departure of the last vessel on the 22nd of December.

Total tonnage passing through the Port of Hamilton in 1982 was 8,622,000 metric tonnes. This was a significant reduction of some 2,062,332 tonnes from the previous season, reflecting the decreased tonnage levels throughout the St. Lawrence System for the year.

Thus, even though Hamilton handled less tonnage overall through the Port, we maintained our traditional position as a major western terminal on Canada's principal commercial inland waterway.

An important factor in the year's successful performance was yet another season of harmonious working relations between Port of Hamilton management and our outstanding professional harbour labour force. This continues a long-standing and mutually beneficial relationship between those charged with bringing work to the Harbour and those who make the Harbour work.



As outlined in our Chairman's Report, a number of ambitious and far-reaching development projects were initiated, continued or completed by the Commissioners during 1982.

The recently completed bulk terminal facilities available through our Pier 12 redevelopment will make their presence felt immediately, while the vast potential of the East Port development programme will be increasingly important as it unfolds — phase by phase — over the next two decades.

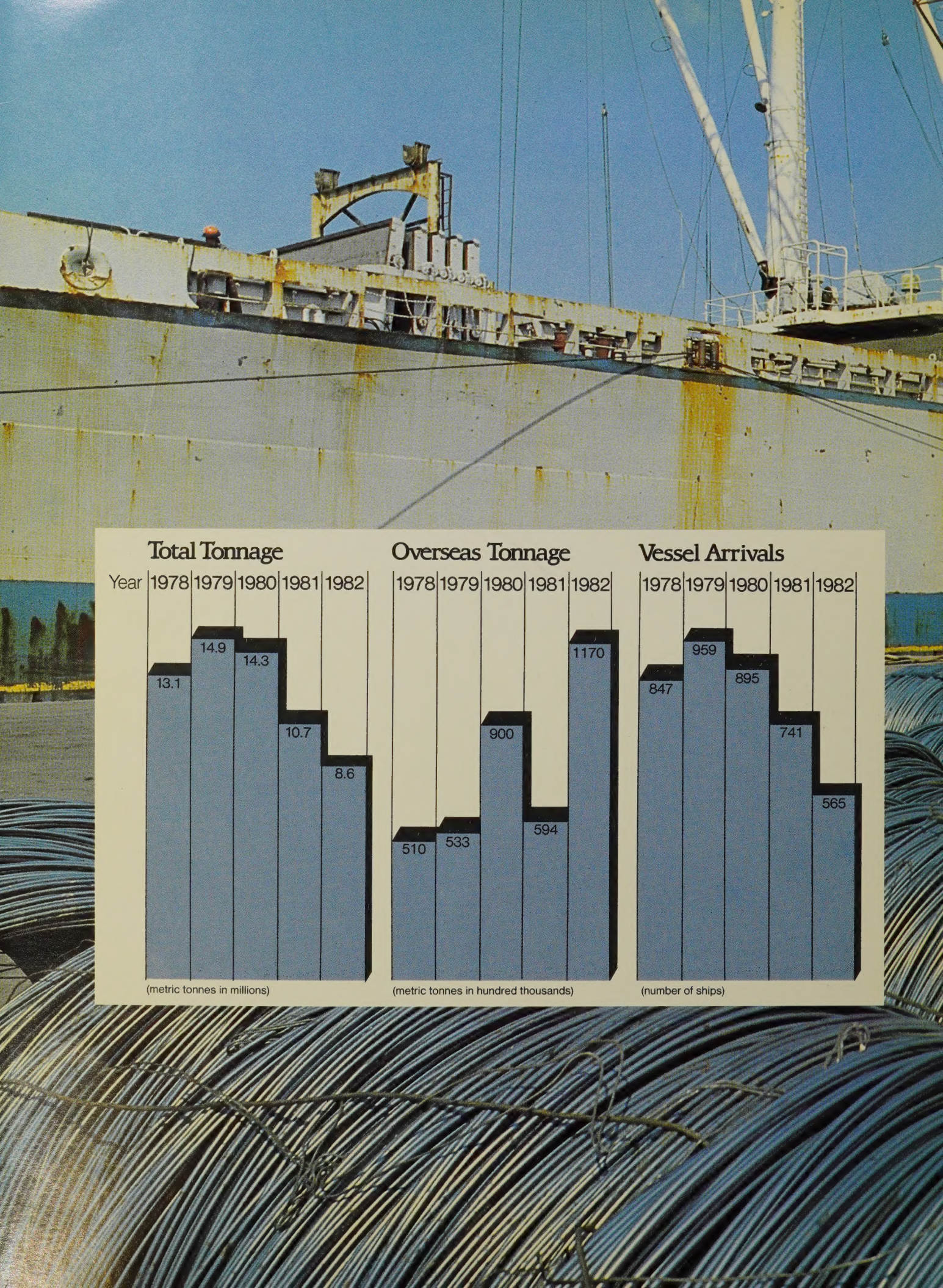
With profit-generating facets of Port operation necessarily occupying a good portion of our energies during the tight economic times of the past 12 months, we are pleased that our recreational facilities and programmes continued to enjoy widespread community acceptance and success.

The Commissioners' Marine Dockyard operation and Sailing School have become not only a popular recreational activity for ever-increasing numbers of Hamiltonians, but a source of much interest and a continuing sense of pride among Commissioners' personnel at all levels.

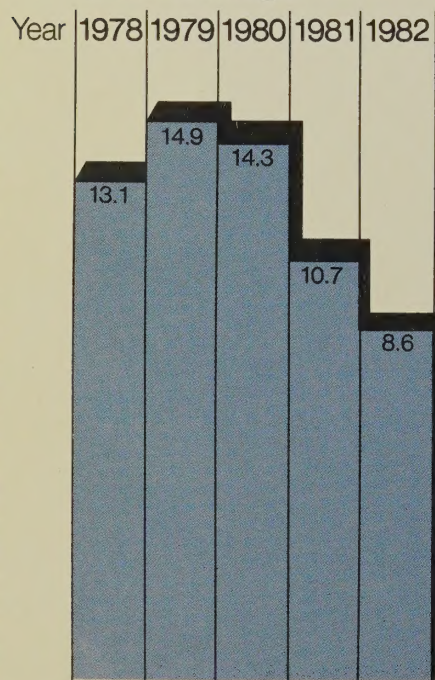
In summary, we will remember 1982 as a time when, through the co-operative efforts of all concerned, the Port of Hamilton and its people proved that we have the resourcefulness to adapt to change and the capacity to succeed in the toughest of economic conditions. Both qualities will stand us in good stead as we continue our efforts to successfully serve the marine transportation industry into the future.

A blue ink signature of Earl M. Perkins, written in a cursive style.

Earl M. Perkins
Port Director

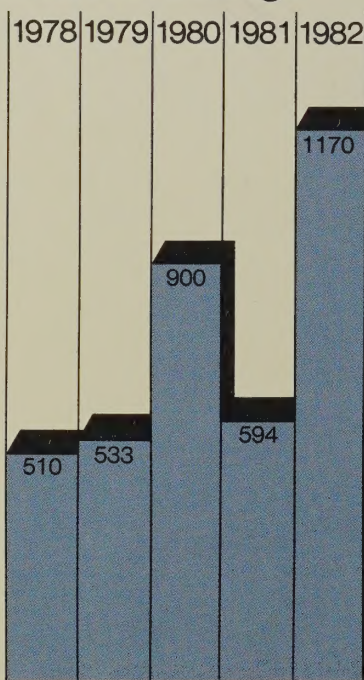


Total Tonnage



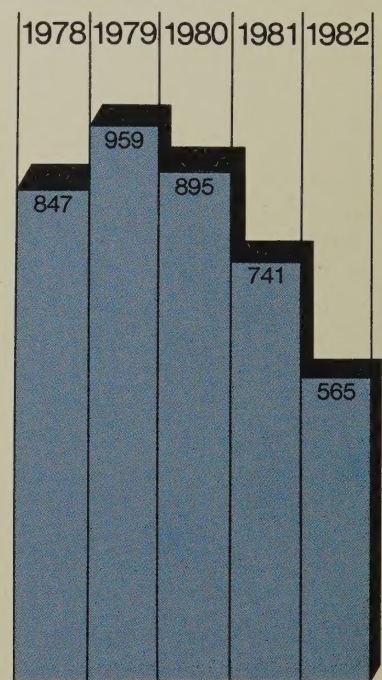
(metric tonnes in millions)

Overseas Tonnage



(metric tonnes in hundred thousands)

Vessel Arrivals



(number of ships)



Financial Statements

for the year ended December 31, 1982

Balance Sheet

as at December 31, 1982

ASSETS

CURRENT

1982

Cash	\$ 452,300
Accounts receivable	1,207,815
Accrued interest receivable	136,213
Inventory	72,421
Prepaid expenses	46,389
	<u>\$ 1,915,138</u>

Investments appropriated for future harbour improvements	<u>\$ 5,100,000</u>
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FIXED

Land, docks and harbour improvements	18,164,974
Buildings	5,792,479
Equipment and vessels	4,078,839
	<u>28,036,292</u>
Less accumulated depreciation	<u>13,688,857</u>

	14,347,435
Capital Development in Progress	<u>8,293,829</u>
	<u>22,641,264</u>
	<u>29,656,402</u>

LIABILITIES

CURRENT

1982

Accounts payable and accrued liabilities	\$ 368,771
Current portion of long-term debt	<u>183,618</u>
	<u>552,389</u>

LONG TERM

Debentures payable	
Government of Canada, 4-1/8%, to be redeemed before the year 2005	875,000
Loan payable	
Government of Canada, due December 31, 1987, semi-annual instalments	
of blended principal and interest at 5-9/16%	328,366
at 6-1/16%	338,016
Loan payable	
Government of Canada	<u>1,464,786</u>
	3,006,168
Less current portion shown above	<u>183,618</u>
	<u>2,822,550</u>
	<u>3,374,939</u>

CAPITAL

General Capital	21,181,463
Allocation for future harbour improvements	<u>5,100,000</u>
	<u>26,281,463</u>
	<u>\$29,656,402</u>

Statement of General Capital

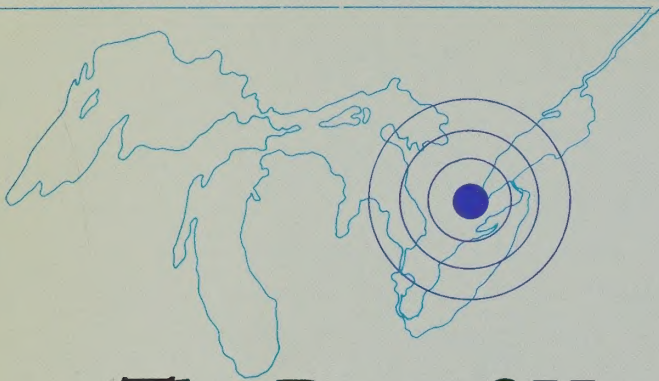
for the year ended December 31, 1982

	1982
GENERAL CAPITAL — BEGINNING OF YEAR.....	\$19,559,267
GRANT FROM FEDERAL GOVERNMENT.....	885,187
EXCESS OF REVENUE OVER EXPENSES FOR THE YEAR.....	<u>1,737,009</u>
	\$22,181,463
APPROPRIATION FOR FUTURE HARBOUR IMPROVEMENTS.....	<u>1,000,000</u>
GENERAL CAPITAL — END OF YEAR.....	<u><u>\$21,181,463</u></u>

Operating Statement

for the year ended December 31, 1982

REVENUE	1982	
Terminal income	\$ 4,485,495	
Harbour operations.....	1,041,296	
Marine dockyard income.....	762,427	
Rental income	1,430,392	
Other income	<u>884,932</u>	\$ 8,604,542
EXPENSES		
Operating salaries, wages and direct costs.....	4,264,811	
Insurance — fire and general.....	136,929	
Administration, office and general expenses	1,030,738	
Debenture and loan interest.....	81,927	
Contribution to employees' pension, group and medical insurance	455,873	
Depreciation	<u>897,255</u>	<u>6,867,533</u>
EXCESS OF REVENUE OVER EXPENSES FOR THE YEAR		<u><u>\$ 1,737,009</u></u>



The Port of Hamilton

The Port of Hamilton is a world class deep-water port, strategically positioned at the west end of Lake Ontario on one of the finest inland harbours on the North American continent.

That natural harbour played an important role in determining the site of Hamilton's original settlement and has been a major factor in both Great Lakes and overland transportation ever since.

The Hamilton Harbour Commissioners were incorporated in 1912 to administer and supervise the operation of the Port and its growing commercial activities.

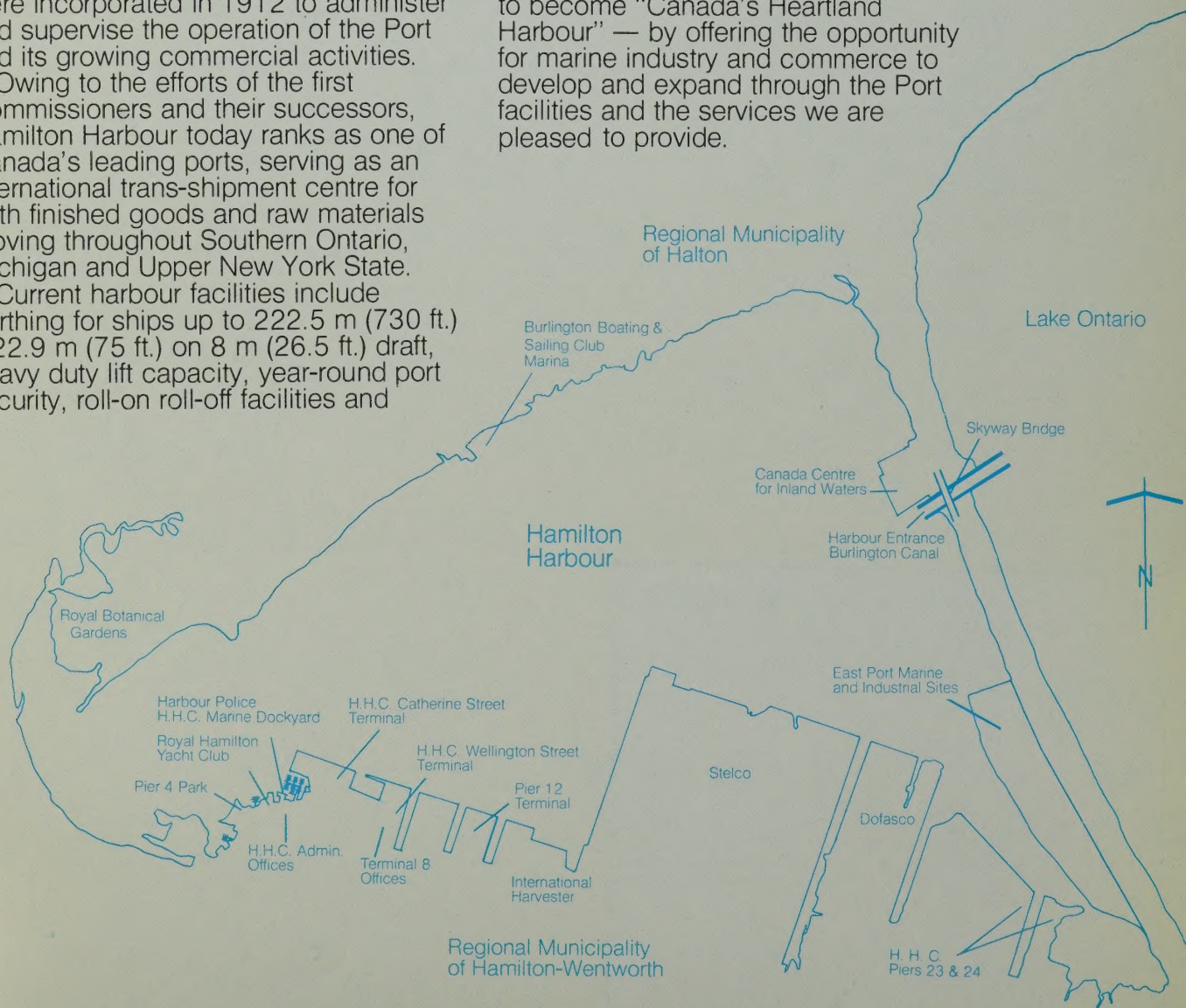
Owing to the efforts of the first Commissioners and their successors, Hamilton Harbour today ranks as one of Canada's leading ports, serving as an international trans-shipment centre for both finished goods and raw materials moving throughout Southern Ontario, Michigan and Upper New York State.

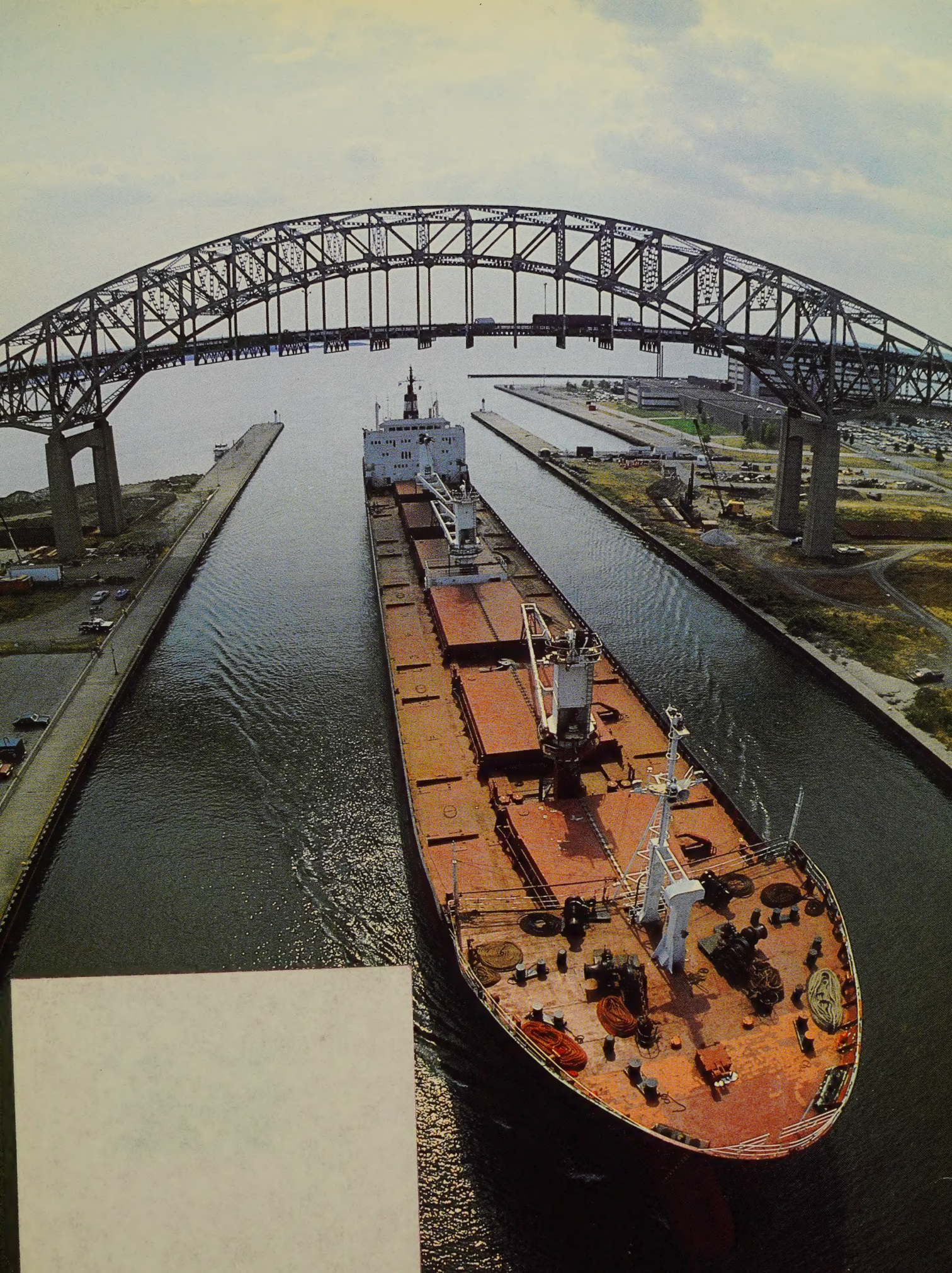
Current harbour facilities include berthing for ships up to 222.5 m (730 ft.) x 22.9 m (75 ft.) on 8 m (26.5 ft.) draft, heavy duty lift capacity, year-round port security, roll-on roll-off facilities and

readily-available tug, workboat, chandler services and principal stevedoring contractors.

The Port of Hamilton handles domestic and overseas cargo of all types through a network of general cargo, liquid bulk and solid bulk shipping piers supported by more than 276,870 square metres of modern warehousing and security compounds.

At the Port of Hamilton, we've grown to become "Canada's Heartland Harbour" — by offering the opportunity for marine industry and commerce to develop and expand through the Port facilities and the services we are pleased to provide.







One of the 565 cargo-carriers from around the globe that helped the Port of Hamilton set an all-time overseas tonnage record during the 9 months of the 1982 shipping season. The season began on April 8th and ended with the departure of the last vessel on December 22nd.



1982 saw a record year of general cargo through the Port. The diversity of this cargo required the employment of a large variety of materials handling techniques, equipment and support services.





One of the most important highlights of 1982 was the completion of our Pier 12 redevelopment. The new facility which replaced the outmoded Piers 12 and 13 will primarily service bulk commodities.



The H.H.C. Sailing School — created in 1975 to provide economical sailing opportunities for the general public — enjoyed another successful season in 1982, with an enrollment of more than 1500 enthusiastic student sailors.



Recreational boating remains alive and well in Hamilton Harbour, with The Commissioners' Marine Dockyard one of the harbourfront's most popular — and busiest areas providing 230 fully serviced boat slips and a number of moorings for the full range of pleasure craft.



East Port, focus for future Port development — Final engineering work is now complete for Stage One of our new 50-hectare (123 acres) marine and industrial park. On-site construction and service installation will commence in the summer of 1983. This unique site will evolve into an active commercial shipping centre to expand the services of the Port of Hamilton.



The Hamilton
Harbour
Commissioners

John L. Agro, Q.C.
Chairman

B. M. Alway
Commissioner

Peter T. Flaherty
Commissioner

Earl M. Perkins
Port Director